

DRAFT 2027 TRANSPORTATION IMPROVEMENT PROGRAM

For the Nine-County San Francisco Bay Area

Volume 1

Overview

MTC Resolution No. 4786
July 14, 2026

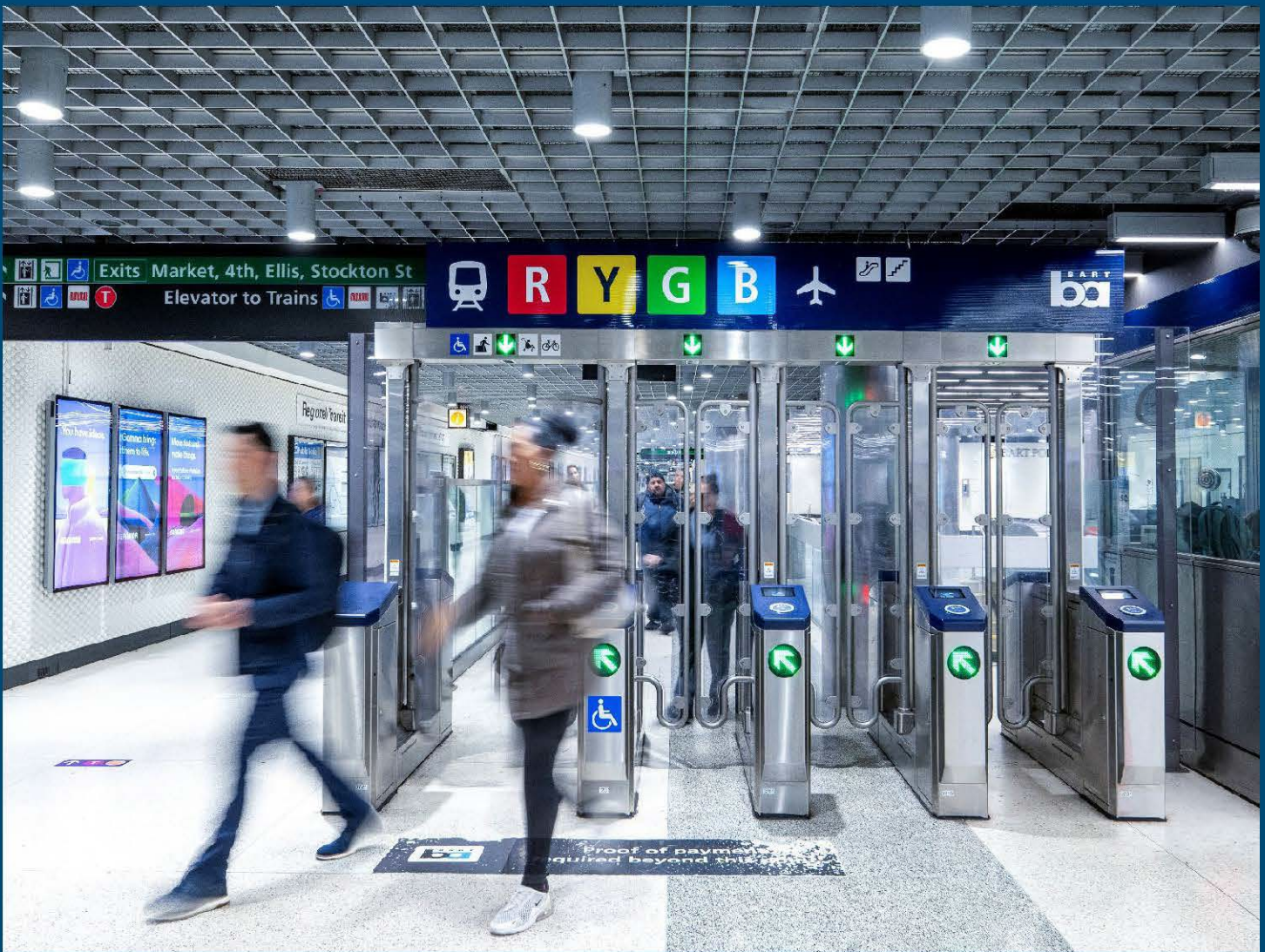


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Introduction

About the 2027 Transportation Improvement Program

The 2027 Transportation Improvement Program (TIP) is the San Francisco Bay Area's four-year program of federally funded and regionally significant transportation investments. Covering federal fiscal years (FY) 2026-27 through 2029-30, the TIP includes more than 400 projects and programs representing approximately \$13.8 billion in committed federal, state, regional, and local funding.

The TIP identifies transportation projects that receive federal transportation funding, require a federal action, or are regionally significant for transportation air quality planning purposes.

Many locally funded transportation projects are not required to be included in the TIP. These may include pavement maintenance, transit operations, local planning efforts, bicycle and pedestrian improvements, and minor intersection improvements.

For a general overview of the TIP and its role in delivering transportation projects in the Bay Area, please refer to the [2027 TIP Fact Sheet](https://mtc.ca.gov/TIP-Fact-Sheet) (mtc.ca.gov/TIP-Fact-Sheet). An [interactive web map](https://mtc.ca.gov/TIPmap) (mtc.ca.gov/TIPmap) and [data dashboard](https://mtc.ca.gov/TIPdata) (mtc.ca.gov/TIPdata) provide additional information about the investments included in the 2027 TIP.

Plan Bay Area 2050+

[Plan Bay Area 2050+](https://planbayarea.org) (planbayarea.org) is the Bay Area's long-range transportation and land use plan through 2050. Federal law requires transportation investments in the TIP to be consistent with the region's adopted long-range transportation plan. As a result, projects may only be included in the TIP if they are already included in Plan Bay Area 2050+, either as individually listed projects or within approved programmatic categories.

While Plan Bay Area 2050+ establishes a 30-year vision for the region, the TIP represents a four-year implementation program. Each TIP advances transportation investments that help move the Bay Area toward that long-term vision.

TIP Adoption Process

Following approval by the Metropolitan Transportation Commission (MTC), the 2027 TIP will be incorporated into California's Federal-Statewide Transportation Improvement Program (FSTIP). Federal approval is then provided by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). While MTC is required by federal law to update the TIP every four years, MTC updates the TIP every two years in accordance with California law.

MTC's approval of the 2027 TIP through MTC Resolution No. 4786 will be included as Appendix A. The Caltrans 2027 FTIP Development Checklist confirming that MTC's 2027 TIP meets Caltrans requirements is provided in Appendix B. State and federal approval letters for the 2027 TIP will be included in Appendix C as they are received.

2027 TIP Investments

Summary

The 2027 TIP includes:

- More than 400 projects across the nine-county Bay Area;
- Approximately \$13.8 billion in committed federal, state, and local funding from FY 2026-27 through FY 2029-30;
- More than \$62 billion in total project costs; and
- Investments in transit, highways, local roads, active transportation, safety, and system preservation (**Figure 1, Table 1**).

Figure 1. 2027 TIP investments by mode.

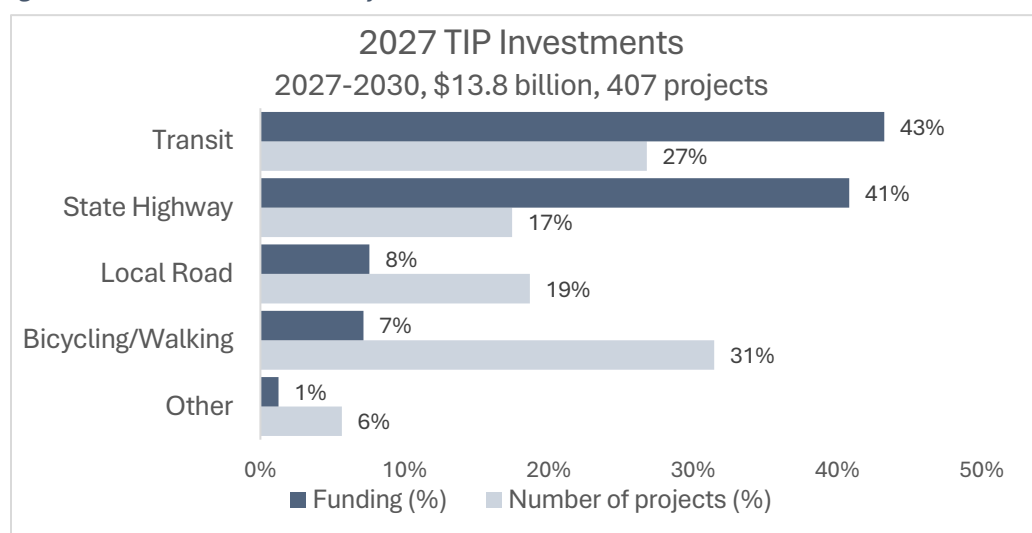


Table 1. 2027 TIP investments by county. Funds shown in millions, rounded.

County	2027 TIP Programmed Investments*	2027 TIP Total Project Costs*
Alameda	\$1,268	\$8,596
Contra Costa	\$592	\$1,715
Marin	\$200	\$2,516
Napa	\$65	\$81
San Francisco	\$6,230	\$10,697
San Mateo	\$684	\$1,402
Santa Clara	\$553	\$13,974
Solano	\$31	\$69
Sonoma	\$87	\$515
Multi-County	\$4,128	\$22,512
Total	\$13,838	\$62,078

*2027 TIP programmed investments are funds committed during the TIP period (2027-2030). Total project costs include all costs for the project, including those before the TIP period (2026 or earlier) and after the TIP period (2031 or later).

Investment Analysis

Equity is a core priority for MTC, reflected in the agency's [Equity Platform](https://mtc.ca.gov/Equity) (mtc.ca.gov/Equity), adopted in 2023. The equity platform guides the agency's efforts to advance equitable outcomes through planning, investment, and decision-making. This commitment extends beyond MTC's legal obligations under federal and state civil rights laws.

To address federal and state Title VI, civil rights, and environmental justice requirements for regional transportation planning, MTC relies primarily on the equity and disparate impact analyses conducted for Plan Bay Area 2050+, the region's long-range transportation plan ([Plan Bay Area 2050+ Equity Analysis Report](#)). These long-range analyses evaluate the cumulative distribution of transportation investments, benefits, and burdens across population groups over the 25-year planning horizon and provide the primary basis for assessing compliance with applicable federal and state requirements.

The investment analysis conducted for the 2027 TIP supplements the plan's equity analyses by evaluating the distribution of benefits associated with the specific set of projects programmed during the TIP period. This analysis provides additional information regarding the near-term distribution of transportation investments. Additional information is available in the TIP Investment Analysis Supplemental Report (*To be posted no later than July 22, 2026 on the [Draft 2027 TIP webpage](#)*).

Taken together, the 2027 TIP and Plan Bay Area 2050+ analyses indicate that transportation investment benefits are distributed broadly in proportion to the populations that use and rely on the regional transportation system, supporting MTC's conclusion that the region's transportation planning and programming process complies with applicable federal and state Title VI, civil rights, and equity requirements.

2027 TIP Development

Assessing Progress Since the 2025 TIP

Development of the 2027 TIP began with an assessment of progress made since adoption of the 2025 TIP in December 2024.

Progress Since 2025

- 112 projects have been archived as completed or otherwise removed from the TIP.
- 33 projects experienced schedule delays and remain active.

Projects may be removed from the TIP for a variety of reasons, including project completion, full expenditure of programmed funds, or decisions by the project sponsor to proceed with a project without federal funding.

MTC also publishes an [Annual List of Obligated Projects](https://mtc.ca.gov/ProjectDelivery) (mtc.ca.gov/ProjectDelivery) documenting federally funded transportation projects that have been delivered or advanced to implementation each fiscal year.

The full list of projects that have been archived or delayed since the adoption of the 2025 TIP can be found in Appendix D and Appendix E, respectively.

Project Selection and Prioritization

Guiding Principles

Projects included in the 2027 TIP are selected through regional, state, and local transportation funding programs and must be consistent with Plan Bay Area 2050+. Together, the investments in the TIP advance the interconnected goals Plan Bay Area 2050+, particularly the three transportation strategies:

- 1. Maintain and Optimize the Existing System:** Operating and maintaining our existing network of transit routes, roads, and bridges. Transit and road optimization strategies build on this foundation, addressing conditions for riders and drivers that would save time, money, and peace of mind.
- 2. Create Healthy and Safe Streets:** Creating safer roads for all, especially for those who use active transportation modes like walking, biking, wheelchairs or scooters and encourage people to walk, bike, and/or travel via another active mode.
- 3. Build a Next-Generation Transit Network:** Expand and enhance local and regional transit systems to provide faster, more frequent, and more reliable service.

Plan Bay Area 2050+ directs the majority of transportation revenues (84%) toward maintaining and optimizing the region's existing transportation infrastructure, reflecting the importance of preserving current assets while strategically expanding transportation options.

Operationalizing Plan Bay Area 2050+ Through Fund Programming

MTC operationalizes the Plan’s strategies and investment priorities through a series of regional policies that direct MTC and local sponsors to move forward with projects that support the regional goals outlined in Plan Bay Area 2050+, as well as program guidelines that direct project selection and prioritization for regional discretionary fund programs.

MTC transportation program policies generally focus on a few key areas, including transit, safety, state of good repair, equity, and climate initiatives. Projects submitted to MTC for consideration for regional discretionary funding programs must generally adhere to these MTC policies, ensuring that projects are in line with the vision for the region set out in Plan Bay Area 2050+ and operationalized through policy.

More detailed information about regional policies and program guidelines that direct project selection and prioritization can be found in the TIP Project Selection and Prioritization Supplemental Report (*To be posted no later than July 22, 2026 on the [Draft 2027 TIP webpage](#)*).

Inclusion in the TIP

The TIP brings together transportation projects that have been selected through regional, state, and local funding programs and are expected to advance during the next four years. Once a project receives funding and meets applicable planning requirements, it becomes eligible for inclusion in the TIP. As a result, most projects included in the TIP have already been reviewed and approved through separate planning, programming, or funding decisions by MTC, project sponsors, and/or other federal, state, or regional agencies. Many projects are carried forward from previous TIP cycles as they continue through project development and delivery.

In addition to the projects selected and programmed by MTC, the TIP also includes Toll Bridge projects and regionally significant local projects approved and funded by transportation agency partners and/or referenda. Examples here include the 2018 voter-approved toll increase in the Bay Area, Regional Measure 3, and county sales tax measures.

The constrained TIP also includes State funds, such as those available through the State Transportation Improvement Program (STIP) and the Road Repair and Accountability Act of 2017 (Senate Bill 1), utilizing the latest funding estimate adopted by the State.

Projects chosen for these regional and State funds are typically selected for funding through their respective programs by the appropriate governing bodies and are then sent to MTC for review for consistency with Plan Bay Area 2050+ before being incorporated into the TIP.

Public Engagement

MTC is committed to a meaningful public engagement throughout the development of the TIP. Public outreach and engagement activities are conducted in accordance with the [MTC Public Participation Plan](#) (PPP) (mtc.ca.gov/PPP).

Public outreach for the 2027 TIP builds on the extensive engagement conducted during the development of Plan Bay Area 2050+. Overall engagement for the plan between 2023 and 2025

yielded over 15,600 comments, over 40,500 data points and the active participation of over 17,600 residents from across the region. Additional details on the outreach for Plan Bay Area 2050+ are documented in the [Plan Bay Area 2050+ Public Engagement Report](https://planbayarea.org/digital-library/final-plan-bay-area-2050-plus-public-engagement-reportpdf) (https://planbayarea.org/digital-library/final-plan-bay-area-2050-plus-public-engagement-reportpdf).

The 2027 TIP includes additional opportunities for public engagement, including online review and public meetings. Key milestones are summarized in **Table 2**.

Table 2. 2027 TIP public engagement schedule.

Date	Activity
July 15, 2026	Beginning of 30-day public review period for the Draft 2027 TIP and the Draft Transportation Air Quality Conformity Analysis • Draft document published online for review • Draft document available for in-person review upon request • Notices sent via e-mail and postal mail to an extensive list of interested members of the public • Letters sent from MTC Executive Director to each federally recognized Tribe, with the option to request government-to-government consultation • Emails sent to each federally recognized Tribe and to all California recognized Tribes • Review period announced via MTC Blog post, MTC social media page, and MTC e-newsletters • Comments accepted via phone, e-mail, in-person, or by postal mail
August 12	Presentation of the Draft 2027 TIP and Draft Transportation Air Quality Conformity Analysis at the MTC Programming and Allocations Committee meeting • Agenda for the meeting, including the draft document, is posted publicly one week ahead of the meeting • Interested persons invited to submit written or oral comments
August 13	End of public review and comment of the Draft 2027 TIP and Draft Transportation Air Quality Conformity Analysis
August 14- August 22	MTC staff review all public comments and, as needed, revise the 2027 TIP and Transportation Air Quality Conformity Analysis. Responses to significant comments are compiled and included as an appendix.
September 9	MTC Programming and Allocations Committee review of the 2027 TIP and Transportation Air Quality Conformity Analysis and referral to Commission
September 23	Commission scheduled to approve the 2027 TIP and Transportation Air Quality Conformity Analysis
December 16	Anticipated 2027 TIP approval by FHWA and FTA

Federal law and joint FHWA/FTA planning regulations require a Metropolitan Planning Organization, such as MTC, to include the public and solicit comment when developing the regional long-range

transportation plan and TIP. FTA has determined that when a recipient follows the procedures of the public involvement process outlined in the FHWA/FTA planning regulations, the recipient satisfies the public participation requirements associated with development of the Program of Projects (POP) for applicable FTA funds. MTC's PPP and public outreach for the TIP satisfy the public participation requirements for the POP for applicable funds, including, but not limited to, the FTA Section 5307 program. Public notices of public involvement activities and times established for public review and comment on the TIP state that they satisfy the public involvement requirements of the FTA annual Program of Projects for applicable funds.

Copies of public notices distributed as part of the public engagement process for the 2027 TIP will be provided in Appendix F.

MTC's response to public comments on the 2027 TIP will be provided in Appendix G.

Interagency Consultation

MTC consults extensively with partner agencies in the preparation of the long-range RTP and in developing the priorities and programs during each TIP period. These partner agencies include Caltrans, transit agencies, County Transportation Agencies (CTAs), local jurisdictions, Tribal governments and other partner agencies affected by transportation decisions.

This interagency consultation process includes:

- **Project sponsors** – including Caltrans, local jurisdictions, and transit operators – review and consult with MTC on each of their respective projects in the TIP. Project sponsors are also members of various working groups of the [Bay Area Partnership Board](https://mtc.ca.gov/BAPB) (mtc.ca.gov/BAPB), which meet multiple times per year to consult on topics that affect the TIP. These topics include the establishment of MTC fund programs and policies, the selection of project criteria, development of the TIP and subsequent TIP revisions and the delivery of transportation projects.
- **Tribal governments** begin consulting with MTC early in the process of developing Plan Bay Area, and later, the TIP. Engagement activities with the Tribes are conducted according to Tribal preference. As required, MTC invites and encourages Tribal leaders and their representatives to request government-to-government consultation at any time during the development of Plan Bay Area or the TIP. Tribal Summits offer Tribes the ability to collaborate with MTC and several of their partners as appropriate. MTC may also conduct individual meetings at each Tribe's request in a forum that is convenient for them.
- **Agencies concerned with air quality** – including the Bay Area Air Quality Management District (Bay Area Air District, or BAAQMD), U.S. Environmental Protection Agency (EPA), California Air Resources Board (CARB), FHWA, FTA and state and local transportation agencies – meet monthly as part of the [Air Quality Conformity Task Force](https://mtc.ca.gov/AQCTF) (mtc.ca.gov/AQCTF). This task force reviews updates and certain amendments to Plan Bay Area and the TIP to ensure they conform to federal transportation air quality conformity regulations.

- **All partner agencies** – including local project sponsors, state and federal agencies, Tribal Nations, and other agencies with transportation interests – receive notices on the release of TIP updates and amendments with instructions on how to access relevant documents and provide comments.

Additionally, MTC’s compliance with the California Environmental Quality Act (CEQA) for the long-range transportation plan also serves as the framework to consult, as appropriate, with federal, state and local resource agencies responsible for land use management, natural resources, environmental protections, conservation, and historic preservation.

Air Quality Conformity

The Clean Air Act requires that states develop a state air quality implementation plan (SIP) and establish air quality goals for multiple transportation-related pollutants: ozone, particulate matter (PM_{2.5}, PM₁₀), carbon monoxide (CO) and nitrogen dioxide (NO₂). It further requires that all highway and transit projects that receive federal funding and/or approvals must be consistent with the adopted SIP and air quality goals. Project consistency with the SIP is referred to as transportation conformity.

Areas that do not meet federal air quality standards are designated as nonattainment areas. Regions that formerly violated but currently meet air quality standards are designated as maintenance areas. Nonattainment and maintenance areas must demonstrate transportation conformity for both the long-range regional transportation plan (RTP) and the TIP through a conformity determination, which estimates the emissions that will result from the region’s transportation system (including any new projects added to the region) and shows that these emissions are below the limits in the SIP. Nonattainment and maintenance areas must also describe their progress in implementing transportation control measures (TCMs), which are strategies to reduce vehicle emissions that are included in SIPs.

MTC conducts transportation conformity analyses for the federally designated San Francisco Bay Area maintenance and nonattainment area. Because this area is currently designated a maintenance area for PM_{2.5} and a nonattainment area for ozone, MTC staff conducted a conformity analysis for the 2027 TIP and Plan Bay Area 2050+ to support a conformity determination for the 2027 TIP. The analysis found that motor vehicle emissions from projects in the 2027 TIP and Plan Bay Area 2050+ are in conformity with the SIP. The conformity analysis also includes a summary of the region’s TCMs, all of which have been fully implemented.

The Air Quality Conformity Analysis and corresponding MTC Resolution is included as Appendix H.

Financial Analysis

TIP Revenues

The 2027 TIP includes approximately \$13.8 billion in federal, state, regional, and local transportation funding. These funds support near-term implementation of projects and programs identified in Plan Bay Area 2050+. This funding comes from a variety of fund sources, including:

- [FHWA programs](https://mtc.ca.gov/FHWA-Grants) (mtc.ca.gov/FHWA-Grants)
 - Surface Transportation Block Grant (STBG)
 - Congestion Mitigation and Air Quality Improvement Program (CMAQ)
 - Carbon Reduction Program (CRP)
- Federal Transportation Alternatives Program; programmed through the state [Active Transportation Program](https://mtc.ca.gov/ATP) (mtc.ca.gov/ATP)
- National Highway Freight Program (NHFP); programmed through the state Trade Corridor Enhancement Program as part of [Senate Bill 1 funding programs](https://mtc.ca.gov/SB1) (mtc.ca.gov/SB1)
- [Local Highway Bridge Program](#) (HBP); managed by Caltrans
- [Local Highway Safety Improvement Program](#) (HSIP); managed by Caltrans
- [FTA programs](https://mtc.ca.gov/FTA-Grants) (mtc.ca.gov/FTA-Grants)
- [State programs](https://mtc.ca.gov/State-Funding) (mtc.ca.gov/State-Funding)
- [Regional funding](https://mtc.ca.gov/Regional-Funding) (mtc.ca.gov/Regional-Funding)
- Local funding, such as county transit and transportation sales taxes

Additionally, some projects use innovative financing strategies such as Advance Construction (AC) and toll credits. AC allows local agencies to begin construction using local funds and be reimbursed later by federal funds. Toll credits allow a project sponsor to waive the required local match (typically 11.47% to 20% of the total project cost). MTC's toll credit policy is documented in MTC Resolution No. 4008. [Chapter 3 of the Caltrans Local Assistance Procedures Manual](#) includes more information on the procedures for use of AC and toll credits.

Financial Constraint

The TIP must be financially constrained, meaning that the amount of funding programmed must not exceed the amount of funding estimated to be reasonably available. Financial constraint must be demonstrated by program and by year for the four active years of the TIP.

Based on anticipated revenues and programmed expenditures, MTC has determined that the 2027 TIP is financially constrained, by program and year, and meets federal requirements. The Fiscal Constraint Analysis documenting programmed funds for the 2027 TIP can be found in Appendix I.

System Operations and Maintenance

Federal regulations also require the TIP to include the estimated costs of preserving, maintaining and operating the region's transportation system as a whole. The framework of both Plan Bay Area 2050+ and the 2027 TIP meet this requirement. While the bulk of these funds are not captured by the projects programmed in the TIP – which tend to be large, federally funded capital projects – some projects and programs in the TIP do address system preservation, operation, and maintenance of the transportation system. These include the State Highway Operation and Protection Program (SHOPP), which funds preservation and safety projects on state highways and is administered by Caltrans; projects that improve local streets and roads, which are based on the Plan Bay Area 2050+ Needs Assessment and are summarized in the [Plan Bay Area 2050+ Technical Assumptions report](#); and projects that support transit operations and rehabilitation, which are summarized in the 2027 TIP Transit Financial Capacity Assessment (Appendix J).

Performance Measures

Consistent with federal requirements, MTC has adopted a performance-based approach to transportation planning and programming. Federal legislation requires MTC to establish performance targets for the following national goal areas:

- Safety
- Infrastructure condition
- Congestion reduction
- System reliability
- Freight movement and economic vitality
- Environmental sustainability

To incorporate the federal performance requirements into the TIP, MTC is required to show that the TIP “makes progress towards achieving [the region’s] performance targets” and that the TIP includes, “to the maximum extent practicable, a description of the anticipated effect of the TIP towards achieving the performance targets.”

A discussion of the status of these performance measures as well as an assessment of the anticipated effects of TIP investments is included in the TIP Federal Performance Supplemental Report (*To be posted no later than July 22, 2026 on the [Draft 2027 TIP webpage](#)*).

ADA Projects

The 2027 TIP identifies projects implementing the Americans with Disabilities Act (ADA) required paratransit and key station plans. The ADA requires that public transportation services and facilities, including trains and rail stations, be accessible to persons with disabilities. Rail system operators are required to identify “key stations”—stations that are highly-utilized, offer transfers to other rail lines, connect to other transportation facilities such as airports or bus terminals, are at the end of the line, and/or serve major activity centers—and make these stations readily accessible to and useable by individuals with disabilities, including individuals who use wheelchairs. Most of the projects in the adopted key station plans in the region have been implemented.

Appendix K lists some ongoing ADA implementation transit projects.

2027 TIP Implementation

Revising the TIP

Between federally required TIP updates, MTC revises the TIP to accommodate changes to project scopes and funding. MTC follows the [TIP Revision Procedures](https://mtc.ca.gov/TIPRevisionProcedures) outlined by Caltrans and FHWA (mtc.ca.gov/TIPRevisionProcedures). The following summarizes each type of revision.

Amendments are necessary for major changes, including but not limited to:

- Adding a new project to the TIP.
- Changing the scope of an existing project.
- Increasing the total cost of a project by more than \$20M or greater than 50 percent of the total project cost.
- Adding or removing a capital phase from the 4-year TIP period.

Amendments require approval by the MTC Commission, after which they are then sent to Caltrans for incorporation into the State's FSTIP. If Caltrans approves the amendment, they then provide the FSTIP revision to FHWA and FTA for approval. A TIP amendment will be deemed part of the FSTIP once it is approved by the FHWA and FTA.

Administrative modifications typically handle minor changes to existing projects, including but not limited to:

- Revising or clarifying project descriptions without making changes to project scope.
- Increasing the total cost of a project by \$20M or less or up to 50 percent of the total project cost.
- Changing funding source.
- Changing project lead agency
- Splitting or combining project(s) without changing scope or schedule.

Administrative modifications may be approved by MTC, per delegated authority from Caltrans. The Commission further delegated approval authority for administrative modifications to the MTC Executive Director or a designee. Delegated approval by the MTC Executive Director or designee therefore equates to state and federal approval of the TIP administrative modification. Once MTC approves the administrative modification and submits it to Caltrans, the changes will be immediately deemed part of the FSTIP.

Technical corrections are typically very minor updates to existing projects, including but not limited to:

- Making non-substantive edits to project descriptions.
- Making non-substantive adjustments to fund codes within a phase (e.g. changing the UZA or apportionment year designation of a fund code). These changes must not impact the TIP's financial constraint analysis.
- Correcting typos.

Technical corrections may be completed by MTC staff as they do not qualify as a formal revision to a project.

The TIP, including any revisions, must remain consistent with the regional transportation plan, be financially constrained, and conform to the applicable provisions of the State Implementation Plan for the San Francisco Bay Area. Appendix B of MTC’s [PPP](http://mtc.ca.gov/PPP) (mtc.ca.gov/PPP) outlines the public participation process for each type of TIP revision.

Expedited Project Selection Procedures (EPSP)

Projects do not always advance according to their original schedules. Some projects move more quickly than anticipated, while others experience delays. Federal regulations allow MTC, in cooperation with Caltrans and transit operators, to establish Expedited Project Selection Procedures (EPSP) to accommodate these scheduling changes without requiring formal TIP revisions. EPSP provides flexibility to advance or delay funding within the four-year TIP period when project schedules change. These procedures help ensure transportation funds can be used efficiently while maintaining consistency with regional planning, fiscal constraint, air quality requirements, and applicable public involvement procedures.

The procedures for using EPSP to move project funds within the first four years of the TIP vary by fund source and administering agency, as summarized in Table 3.

Table 3. Procedures for movement of projects in the first four years of the TIP by fund source.

Fund Source	Procedures
All fund sources	Movements (of projects) within the first four years of the TIP must: • Be consistent with the RTP. • Comply with the provisions of Title VI. Movements must not: • Adversely affect the expeditious implementation of Transportation Control Measures (TCMs). • Negatively impact the planned delivery of other projects in the regional programs. • Affect the conformity finding of the TIP.
FHWA formula funds administered by MTC, including: • Surface Transportation Block Grant Program • Congestion Mitigation and Air	Procedures follow the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, Revised): • MTC will prepare an Annual Obligation Plan prior to each federal fiscal year, and this plan will be the basis upon which priority for obligations will be made for the upcoming federal fiscal year. • Projects included in the obligation plan but programmed in future years may use EPSP at any point in the federal fiscal year to advance the project in accordance with the priorities established in the plan.

Quality Improvement	• After January 31 of each federal fiscal year, any project in good standing programmed in the TIP may use EPSP to advance funding from future years. • All changes must follow MTC policies on the Public Involvement Process and Federal Air Quality Procedures and Conformity Protocol. • Any changes involving funding managed by the California Transportation Commission (CTC), such as Regional Transportation Improvement Program (RTIP) and ATP (Active Transportation Program), must also follow CTC's processes for amendments and fund management.
Funds administered by FTA	Projects may be moved within the period of the TIP/FSTIP at the request of the agency, as long as: • Funding is available. • The change does not negatively impact the delivery or availability of funds for other projects ready for obligation.
Funds administered by CTC, including: • State Transportation Improvement Program • Senate Bill 1 Programs • Active Transportation Program	Projects may be moved within the period of the TIP/FSTIP at the request of MTC subject to amendment or allocation approval by CTC.
Funds administered by Caltrans, including: • SHOPP	Caltrans may move projects in this program within the TIP/FSTIP period without revising the TIP, with notification to MTC.
Funds administered by Caltrans Division of Local Assistance: • Local Highway Bridge Program • Highway Safety Improvement Program • Other State-administered Local	Caltrans Division of Local Assistance may move projects within these programs within the TIP/FSTIP period without revising the TIP, with notification to MTC.

Assistance programs	
Local Funds / Advance Construction (AC) Authorization	Implementing agencies wishing to advance projects using their own local funds until federal funds are available may request AC authorization from Caltrans, or pre-award authority from FTA to proceed with the project using local funds until Obligation Authority (OA) and apportionment becomes available. In accordance with the Regional Project Funding Delivery Policy, projects using AC authorization or FTA Grant Award Authority for FHWA-administered funds have priority for federal obligations when the availability of OA is limited.

Contacts

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